PAN AMERICAN fisherman

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OCTOBER
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IN THIS ISSUE . . .

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PAN AMERICAN FISHERMAN

Los Angeles Harbor

LOS ANGELES is re-discovering its harbor. This is attested to by the several hundred thousand latter-day Cabrillos who have visited the 7000-acre deepwater port in the past year for the sole purpose of looking it over.

The $150,000,000 municipal facility is about 25 miles from the Los Angeles city hall and in the past a large portion of its citizen-owners have seemed only vaguely conscious of the harbor's existence.

Recently, perhaps because of the annual World Trade Week observance and other such activities of the Harbor Department, the area's impact on the civic consciousness has sharply increased.

One of the magnets which is drawing large crowds to the waterfront area is the new $9,000,000 passenger-cargo terminal completed and dedicated last year by the Harbor Department and leased to the Matson Navigation Company.

A beautiful architectural landmark as well as an important addition to shipping facilities, the new terminal continued to draw a steady flow of visitors after the dedication ceremonies. To show groups of these sightseers through the terminal, Matson rehired one of its retired employees to act as "tour conductor."

Every week during the school year at least one class of grammar school children visited the terminal on a field trip, and during the summer vacation many day camp groups were among the visitors. For these small fry, Matson has installed a soft drink bar in the beautiful mezzanine waiting room and serves them pineapple juice and cookies at the tour's completion.

These groups, plus service clubs and other adult organizations and individuals, brought the total of visitors on conducted tours during the first year of the terminal's existence to 50,000. This figure does not include the thousands who came to board Matson's famous luxury liner to Hawaii, the *Lurline*, or to bid von voyage to friends.

Also popular with visitors to the harbor area are the new $6,000,000 passenger-cargo terminal assigned to the American President Lines; Fish Harbor; the municipal ferry, *Islander*, which carries cars and passengers from San Pedro to Terminal Island for the world's lowest fares; the 15 yacht landings; numerous sportsfishing landings; and Cabrillo Beach.

The Fishermen's Fiesta, held in San Pedro each fall, receives nationwide publicity and draws 250,000 persons in during its two-day duration.

The main channel is, itself, perhaps one of the biggest scenic attractions in Port of Los Angeles. Each month over 400 oceangoing vessels come through the breakwater and move majestically up this great waterway, carrying immense cargoes of jute from India, newsprint from Finland, coffee from Brazil; or steam down the channel toward the breakwater and open sea, carrying citrus fruit for Europe, cotton for Japan or borax for Australia.

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EQUATORIAL CRUISE

The *Commonwealth*, a commercial fishing boat owned by the Kayler-Dahl Fish Company of Seattle, returned to Honolulu recently from the Line Islands, where she had been fishing for tuna in company with two smaller West Coast boats, the *Oceanic* and *The Brothers*.

This venture, which was only the second attempt at commercial exploitation of the equatorial tuna grounds explored and charted by research ships of the U. S. Fish and Wildlife Service, produced a total of about 10 tons of yellowfin tuna and small amounts of marlin and miscellaneous fish. The catches were far below the averages established by experimental fishing in the area, and also compared very poorly with the results of an earlier commercial operation by West Coast boats. It was pointed out by O. E. Sette, director of the Pacific Oceanic Fishery Investigations, that this lack of success was all the more unlooked for since the data gathered by his organization show the summer months as the season when the yellowfin tuna are at the peak of their abundance on the equatorial grounds.

Garth I. Murphy, FWS biologist, thought that the poor catches must be blamed on the fishing gear used, which was of steel cable instead of the usual cotton line. He estimated that one-half to two-thirds of all the fish hooked were lost through the breakage of the branch lines or by the tearing of the hooks from the tuna's jaws.

The captain of the *Commonwealth*, Harry Sperling, expressed the opinion that, despite the disappointing catch made by his vessel, there were tuna to be taken on the Christmas Island grounds if the right type of fishing gear were used. He said that he plans to modify his longlines in such a way as to put more play into them and then make another cruise south in the near future.

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PAN AMERICAN Fisherman

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Orange Savings Bank Bldg.
ORANGE, CALIFORNIA

"BUSINESS MAGAZINE OF THE WEST COAST FISHERIES"

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VOL. 9 — No. 3
OCTOBER
1954

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About This Issue . . .

It has been a long time between drinks—beg pardon, we mean boats. New tuna boats, that is. So the whole industry is glad to see two of 'em about ready for business in San Diego —see page 6 . . . and then watch our next issue.

*

"People have more fun than anybody" — especially at the annual San Pedro Fishermen's Fiesta. Read all about it on page 10. We'll see you there . . . if you can find us in that crowd of several hundred thousand.

Last year we got there late and our "special parking permit" put us out in a sand dune where we promptly got mired down to the differential—the car's not ours. Better luck this time—we hope!

A bigger and better research program for fishery interests has been authorized by good old Uncle Samuel. At long last Fish & Wildlife Service is going to get its share of import taxes instead of turning everything over to the Department of Agriculture as in the past. The particulars are on page 16.

*

Next to Texas and Florida, the Los Angeles Chamber of Commerce does a slick job at tooting its own horn. Just a little sample is the story about the L. A. Harbor on page 3. Careful now, boys; don't forget to share the water (and the wealth) with San Pedro and Long Beach when it comes to fishery figures.

Sando Publications: PAN AMERICAN FISHERMAN • FRUIT & VEGETABLE REVIEW • MOTOR WEST

Pan American Fisherman is published monthly • Business and executive offices—Orange Savings Bank Building, Orange, California, telephone Orange 1560. Postmaster: Form 3579 requested. Subscription rates in the United States and possessions, one year $3.00; two years $5.00; five years $10.00. Canada $4.00 per year; all other countries $5.00 per year. Current copies 50c each; back numbers $1.00 each when available. In case of change of address, subscribers are requested to notify both the Post Office and us, and allow one month for change to take effect. Entered as second class matter March 12, 1953, at the Post Office at Orange, California, under the Act of March 3, 1879. Printed in U.S.A.

Port and Harbor Conference

All the major ports of the world are expected to have representatives in Los Angeles November 1 through 5, when the Second International Port and Harbor Conference will be held at the Ambassador Hotel with the Los Angeles Board of Harbor Commissioners as host.

Representatives of ports as far away as Melbourne, Australia, and as close as San Diego will be among the several hundred harbor men coming from 68 major countries to the history-making conclave.

Primary purpose of the meeting is to found a permanent organization which will promote an exchange of information on port developments and techniques, increase waterborne commerce throughout the world, and encourage standardization of import, export and vessel clearance procedures.

Despite the many dialects spoken by delegates to the conference, the common language of harbor men will make the scheduled panel discussions of vital interest. Among the subjects announced for discussion are new and modern methods of port facility construction, trends in world trade, port security, simplification of U.S. tariffs and customs, and harbor financing.

In addition to the authorities on port matters, speakers will include internationally known figures in the fields of diplomacy, commerce and government.

Port of San Diego Active

Civic leaders in San Diego are pushing a program to expand commercial trade and improve the shipping facilities in the harbor.

Two hundred vessels will be calling at the Port of San Diego over the next 12 months, according to John Bate, port director. "This number can be expanded to 300, 500 and even 700 vessels if the proper facilities are available here," he added. Bate has recommended construction of a new terminal building and improvement of other facilities.

Last year the fishing fleet brought from Mexican and Latin American waters 71,158 tons of seafood valued at $23,695,614.

Albacore in Tasman Sea

Japanese tuna long-liners, fishing off Australia's eastern coast, have been getting large catches, including albacore taken in the Tasman Sea mid-way between Australia and New Zealand, says the Australian Commonwealth Fisheries Newsletter.

Within the last year the Japanese have extended their tuna fishing in the Pacific east to the Gilbert Islands, south to the Tasman Sea and west around northern Australia into the Indian Ocean.

Tuna Fishing Off Queensland

Exploratory tuna fishing will be carried out for two months off the Queensland eastern coast, by arrangement with the Commonwealth Government, by F. Fair's two tuna vessels, the 75 ft. Fairtuna and 40 ft. Fair Venture, according to the Australian Commonwealth Fisheries Newsletter.

Both live bait-pole fishing and sub-surface long-lines will be tried out in off Queensland waters. The latter is the method by which the Japanese have been getting large catches in the Coral Sea and elsewhere in the Paciifc.

It was stated that the fishing season was presumed to be during the winter, spring and early summer for yellowfin, Northern Bluefin and striped tuna.

The Commonwealth arrangement with Mr. Fair is the result of requests to the Commonwealth Fisheries Office for test tuna fishing by several Queensland commercial interests, as well as by the Australian Professional Fishermen's Federation.

Two New Tuna Clippers

The first of two new tuna clippers to join the tuna fishing fleet slipped down the ways at National Steel & Shipbuilding Company, in San Diego, late last month. The 127-foot, 345-ton, Cabrillo was christened by three-year-old Gail Soares, daughter of the owner, Joseph Soares. Gail is believed to be the youngest person ever to christen a fishing vessel.

Launching of the Cabrillo was held on Cabrillo Day, which commemorates the discovery of California by the celebrated Portuguese navigator Juan Rodriguez Cabrillo.

The other new clipper, scheduled to be launched within the next 30 days, is being built for George Soares, Joseph's brother. It will be named the Dominator. The Cabrillo and the Dominator will replace two clippers formerly owned by the Soares family.

The original Dominator was lost off the Galapagos Islands. The Explorer sank two years ago on the southern fishing grounds. Both the Cabrillo and the Dominator are valued at $500,000 each, and are identical vessels. The Cabrillo will be skippered by Manuel Falante.

Complete information on these two new clippers will appear, with illustrations, in our next issue.

Report from Washington

Gleaned from the Nation's Capital by John Harms

TUNA SEARCH TO SPEED UP.--You can look for the federal government to invest more money in solving the mysteries of tuna--to eliminate as much of the luck involved in fishing as is possible. While this goal is nothing new to officials of the Commercial Fisheries Branch of the Fish and Wildlife Service, what is new is that they'll have more money from now on to do the bigger and better job that they know needs doing.

The expanded tuna investigation program is being made possible under the $3 million authorization recently approved by Congress for fisheries research. The program runs for three years, $3 million each year. Depending upon the success of work during these years, the program is likely to be continued by Congress.

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DETAILS OF THE PROGRAM.--Interior Secretary McKay has approved the spending of $1.8 million to kick the program off. To get it underway as quickly as possible, federal fish men say the first allocation is to meet "emergency programs which are recognized by the industry as requiring immediate action."

The balance of this year's $3 million will be distributed, officials say, after the government has had time to talk the whole thing over with an industry advisory committee. As we went to press, the committee had not been selected by the Interior Secretary, but this was expected within several weeks. Belief in the Commercial Fisheries Branch was that an over-all national committee would be appointed to help oversee the entire program. In addition, there would be a series of smaller "work" committees representing various fish industry regions and interests. There was an indication that all parts of the tuna industry would be strongly represented on the committees.

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ALBACORE TUNA PROBE.--Out of the initial $1.8 million funds already made available, the West Coast fishing industry is assigned $427,000. More than half of this, $234,000, is earmarked for offshore research for albacore tuna.

Specifically, the albacore money is to be used for investigations in the North Pacific in "biological, oceanographic and fishing" studies to locate and determine the abundance of albacore in waters North and West of Hawaii. The money will be coordinated from the Fish and Wildlife's laboratory at Honolulu with advice of the Pacific States Marine Fisheries Commission.

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SARDINES.--Besides the albacore investigation, $125,000 has been set aside for research into California sardines--what can be done to give that

fishery a shot in the arm. Research into anchovies and mackerel also will be stepped up under this part of the program.

--o--

EDUCATION & MARKET DEVELOPMENT.--West Coast federal fishery offices get an extra $16,000 for expansion of fishery education and market development programs. This is in addition to $19,000 they already have for this purpose. Total for this program on the West Coast now is $35,000.

The Fish and Wildlife Service has doubled its kitty for the education and market development program from $175,000 to $300,000 on a nation-wide basis--with the new funds. This will be spent on the school lunch program and expanding the locker and special marketing activities of the Commercial Fisheries Branch.

--o--

NEW FOREIGN PROGRAM.--Fish and Wildlife officials tell us they plan to launch a new program to find markets abroad for U.S.-caught fish and fish products.

They expect to send one or more fish experts to foreign countries to study chances for improving our export situation. Another possibility is getting the 60-odd agricultural attaches--which have been transferred from the State Department to Agriculture Department jurisdiction--to watch for openings for our fish in foreign countries and send back reports to be used by our fish industry. The agricultural attache deal still is in the talking stage and may take quite a while to get going on a good business-like basis.

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SURVEYS & STATISTICS.--Hiring of additional statistical experts for San Pedro and Seattle offices is authorized under an allocation of $3,000 for each office. For preliminary surveys and engineering work on the reconstruction of the fishery laboratory at Seattle, $17,500 is made available. Fisheries office at Ketchikan, Alaska, gets $10,000 for fishery education and market development.

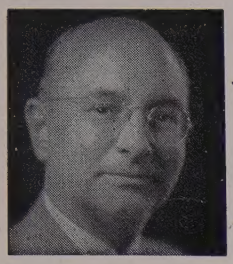
--o--

MONEY FOR OTHER FISH CENTERS.--Here's a break-down of what other fishery centers got out of the initial $1.8 million allocation made by the Interior Department:

Atlantic Coast--A total of $707,000. This is the largest amount of money authorized so far for any coastal area. About half of this is to be spent in research on North Atlantic trawl fish and oysters. A third of the total goes for deepsea explorations for Maine sardines and other fish, including tuna. The rest goes for gathering satistics, market development and education and construction or reconstruction of government laboratories at Woods Hole, Mass., and Boston.

Gulf Coast--Total of $201,000. Florida fishing industry is said to be disappointed over the relatively small amount of money--$20,000--earmarked for combatting the red tide scourge. Shrimp and oyster research gets a total of $105,000. The rest of Gulf Coast money is spread over other Fish and Wildlife Service functions. Special funds totaling $54,000 are approved for Atlantic and Gulf Coasts for research into oyster processing and market development for Florida fish and shellfish.

(Continued on page 21)



The Publisher's Page

Too Good to be True!—Hooray for the guaranteed annual wage! While we're at it, hooray for guaranteed annual six-week vacations, guaranteed full production, guaranteed half-hour coffee breaks, and guaranteed good living all the time.

Most of all, hooray for guaranteed customers—because they'd have to pay for it all. Here this beautiful daydream collapses right in our face because in a free country there is no such thing as a guaranteed customer.

If a customer doesn't like our price or our product, he'll take his business elsewhere. And all guarantees, from annual wage through half-hour coffee break, add to prices because they are costs of production.

Our forefathers set up the richest nation, with the widest distribution of benefits, that the earth has ever known. They gave us more security (and annual wage), than most people ever dreamed possible.

They did this by doing away with promises—guarantees—and giving every man responsibility for making his own security. That's the way to keep people busy and happy. This has built a great America—let's all do our part to keep it that way.

Politics Getting Hot.—Now that the world series is over (did you bet on Cleveland, too?) the next big contest will be in the political arena. This promises to be another thriller.

The Democrats are finding fault with a lot of things, and using the Republican by-line of two years ago, "Had enough?" The Republicans, in turn, are trying out the slogan the Democrats used last time—"never had it so good." You take your choice and vote accordingly . . . but vote!

Regardless of poilitics, business is expanding again after a pause to get its breath . . . and the future looks pretty sound and solid, except for that same old uncertainty about what the Russians will do.

On that score, nobody seems to know—not even the Russians. They just keep boring away and hoping that America and our so-called friends will blow up first.

Apparently the only sure way to end this "Hundred years war" without another all-out World War is for the Russian people to throw off their yoke of slavery and get new leadership. Of course that can't happen quickly. At the best it would take a long time but would be well worth waiting for. Meanwhile, the U.S. must be prepared on all sides and for anything that might happen . . . for the chances of another big conflict are increasing rather than diminishing.

Tax Pointers.—Under Secretary of the Treasury Marion B. Folsom told the Washington seminar sponsored by the American Marketing Association that these recent federal tax changes were intended to stimulate business: (1) Liberalized deprecation allowances on property used in trade and business . . . (2) A degree of relief from double taxation of corporate dividends . . . (3) Option to deduct research and experimental expenses currently, or to capitalize them and write them off over a period of not less than 5 years . . . (4) Carry-back of operating losses expected to result in fairer treatment of businesses with irregular or fluctuating earnings . . . (5) Shifting to the government the burden of proof as to the "unreasonableness" of surplus accumulations.

Main aim of the tax revision, said Folsom, is "the reduction of tax deterrents to the expansion of investment in private business." Since the Internal Revenue experts are just about finished with working up their interpretations of the new tax law, it would be a good idea for fishery interests to contact Internal Revenue representatives for clarification of any changes in the law not entirely clear.

Which Way Is Best?—American people like action. That's one of the reasons our country has prospered. Many pioneering explorations were made simply because a man with courage and a Kentucky rifle wanted to stir up a little excitement.

Yet there are times when it is better to let a problem work itself out—especially tough problems of government and business.

Corporation executives, for instance, are in office only at the pleasure of their stockholders. A false decision, and they can be outside looking in.

Suppose an automobile company president learns his competition is investing millions in a powerful new engine, which he personally doesn't believe the customers want. He's in a bad spot. If the competition captures the market because of its engine, out he goes.

It would be easier to hop on the bandwagon and build a new engine. That way he'd be covered, if customers really wanted the extra power. And if they didn't he could defend his waste of the stockholders' money by pointing to the other company that made the same mistake. What should he do?

The President of the United States is in a similar spot today. He believes that "that government governs best which governs least." Yet, when Ike thinks a problem would be best solved by state or local governments, or by ending guaranteed prices for certain crops, he's vulnerable to attack as a "do nothing" president.

What should he do? Stick by his guns and take a chance on political suicide? Or pass a token relief law to quiet his critics? You tell us!

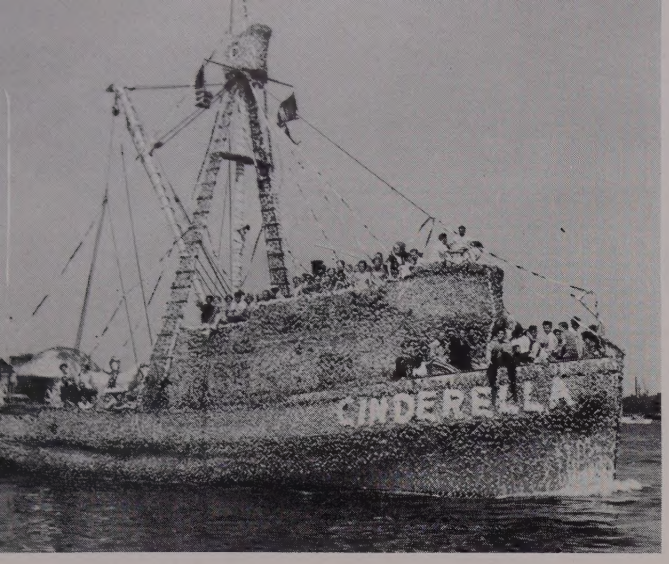
Keys to Success.—"Integrity and wisdom—these are the keys to business success," the old man told his son.

"By integrity, I mean that when you promise the delivery of goods on a certain day, you must do so, even if it bankrupts you."

"Well," said the son, "what is wisdom?"

"Don't make such promises."

BRIANT SANDO



PRIZE WINNER—Cinderella's dreams came true last year in San Pedro's decorated armada of fishing boats.

THE 8TH ANNUAL SAN PEDRO Fishermen's Fiesta

ALL indications point to the eighth annual Fishermen's Fiesta at San Pedro on Saturday and Sunday (October 9 and 10) being the greatest in the history of the celebration.

Following the theme "Circus Time," approximately 60 purse seiners, tuna clippers and albacore jigboats will be gaily decorated in the motif of the "big top," and will vie for $5,900 in prize money plus a $1,000 overall sweepstakes amount, with the awards divided between skippers and their crews.

The kick-off of the two day celebration will actually begin on Friday evening, October 8, with an unofficial preview of many of the events to be presented Saturday and Sunday.

On Saturday the program starting at 10:00 a.m. will consist of street dancing, fishermen's skill contests, motion pictures, harbor boat rides and open house on a U.S. Naval Ship. Fishermen's Dock will be lined with International food booths, and a carnival gay way. All of the booths and the carnival will be decked out with circus decorations.

On Sunday much of Saturday's program will be repeated, plus the moments of reverence when James Francis Cardinal McIntyre takes over the podium and blesses the fleet, following a High Mass of Thanksgiving at nearby Mary Star of the Sea Church, which will express the gratitude of the fishermen for the bountiful catches from the sea.

V-P Nixon to Speak

This mass will be attended by Vice President Richard Nixon, who will be the "honorary skipper" of the day. He is scheduled to deliver a speech, touching on the fishing industry, from the stage at Fishermen's Dock. Other dignitaries who will sit on the stage during the blessing and speech-making include Senator Thomas Kuchel, County Supervisor Burton Chace, Councilman John Gibson, Congressman Cecil King, Assemblyman Vincent Thomas, State Comptroller Robert Kirkwood, Los Angeles Mayor Norris Poulson as "honorary chairman" of the day, Lloyd A. Menveg, president of the Los Angeles Board of Harbor Commissioners, and Dr. Elton Spires, president of the San Pedro Chamber of Commerce. Donald P. Loker, general chairman of the Fiesta committee, will introduce Vice President Nixon.

Following the blessing and dock ceremonies, the boats will cast off and form a "spectacle of the sea" parade to be reviewed for prizes by the judges as the colorful climax of the two day pageant.

While the boats are parading, the attending throng will be entertained

SURROUNDED BY QUEENS—Donald P. Loker, general chairman of the Fiesta, with Sonja Mariani (left), last year's skipperette of the pageant; and Dena Jeldum (right), daughter of a fisherman. The latter won this year's title of Queen over 25 contestants and will reign over the 1954 Fiesta.

HIGH MASS—Solemn High Mass of Thanksgiving is observed in the Mary Star of the Sea Church.

with authentic folk dances and songs, and other entertainment furnished by fishermen of many nationalities. Many food booths will be operating along the spacious Dock, serving everything from hot dogs and pop, to intricate dishes made by recipes from foreign shores. The Gay-way will be going full blast, as well as many other events to capture the excitement of the crowds.

The Fishermen's Fiesta is sponsored by the San Pedro Chamber of Commerce, and 6,000 loyal San Pedrans have worked for months to produce the celebration which will attract an anticipated crowd of over a quarter of a million persons, with three or four times that number viewing the spectacle on television. All main newsreels will cover the event for the motion picture theaters; newspaper syndicates are sending reporters and photographers along with the Los Angeles metropolitan dailies, insuring the event of nationwide attention.

Importance of San Pedro

San Pedro is the home port of more than 2,000 fishing boats of various types and sizes. Together they average more fish each year than any other fishing fleet in the world, supplying 30% of the world's tuna and 90% of American sardines.

Many of the decorated floats in the Fiesta sail as far away as Peru and Ecuador for the wary tuna; others ply the California coast by night, netting tons upon tons of silvery sardines; they also fish the open waters to the west for varieties of seafood that find their way to the dining tables of America and many parts of the world.

The overall figures of the Los Angeles Harbor fishing industry is a catch of one billion pounds of fish each year, bringing a revenue of $50 million on the market.

The industrious and courageous skippers and the crews that man these boats are the ones to whom the Fishermen's Fiesta is most appropriately dedicated. ✶

Rare Fish Found

Discovery off San Diego of a small "black-devil," a strange species of fish usually found only in tropical waters, was announced last month by Scripps Institution of Oceanography.

About five inches long, this is the largest of its type caught anywhere, also the first of its kind to be captured so far north in the Pacific.

The "black-devil" was picked up by a trawl operating in waters two-thirds of a mile deep. Like most fishes that spend their lives in deep water, it is black and able to produce living light. The luminescent organ is at the top of a long stalk growing upward from the fish's forehead. The light presumably attracts other creatures which are gulped into the animal's wide mouth.

Hawaiian Activities

The Hawiian skipjack fishery has enjoyed a successful season in 1954, but the catches started to fall off considerably the latter part of August. During this month the *Charles H. Gilbert* scouted 25 days both north and south of the Hawaiian Islands, sighting a total of 241 tuna schools, and fishing successfully 14 of them.

Most schools were composed of large skipjack about 20 pounds in weight. In order to study the migrations of the skipjack, 156 were tagged and released during the course of this cruise.

While skipjack were more plentiful than usual to the south and west of the Islands, scouting to the north produced very few schools. None were seen beyond 100 miles north of the Islands, where the vessel searched a pattern extending almost 500 miles north for three days without sighting one school. Thus, during this season, the Hawaiian Islands appear to be located near the northernmost limit of concentrations of skipjack in the central Pacific.

The tuna industry for many years has noted a condition of the tuna flesh known as "honeycombing," wherein the cooked flesh of the tuna contains cell-like holes, in appearance not unlike the cells of a honeycomb. To study the cause of this condition, 80 fish were individually tagged and examined by cutting into the flesh after they had been brought aboard. Then 40 of these fish were tagged and immediately frozen; the remaining 40 fish were kept in sea water in a tank for 15 hours without refrigeration. After the fish were precooked 90% of the unrefrigerated fish were honeycombed and only 2% of the refrigerated.

Three boats from the Pacific coast, longline fishing for the first time in equatorial waters with steel gear, returned to Honolulu with only 11 tons of tuna after fishing about 10 days each near Christmas Island. The average catch rate was 1.6 yellowfin per 100 hooks as compared with our usual 6 to 10 yellowfin per 100 hooks from the same region using cotton longline gear. It became evident early in the course of the cruise that fish were breaking loose from the gear, probably because of a lack of drag and resilience of the steel wire. The largest of the vessels, the *Commonwealth*, is now altering its gear and intends to return to the Equator for another try. She will take along standard cotton longline in addition to the altered steel gear.

STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Gear Lubricant

UNIT Fishing Boat-M.V. Lincoln
Caterpillar D17000 Diesel engine

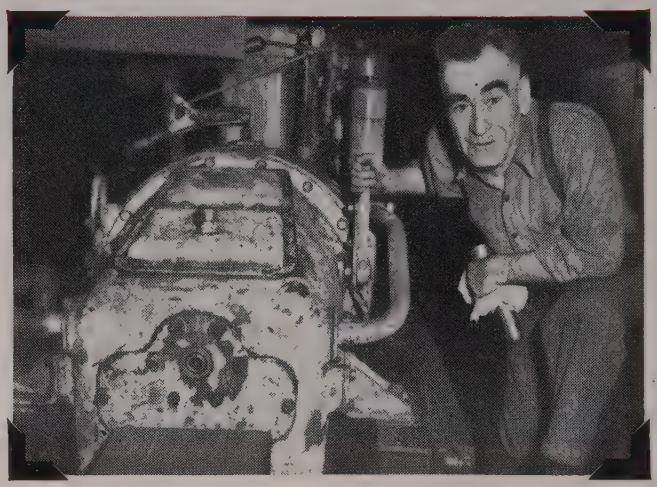
PART Reverse gear-self-lubricated

CONDITIONS Fishing off California coast

FIRM Consolidated Fisheries, Inc., San Francisco, Calif.

No transmission gear trouble in 8 years of fishing!

RPM GEAR LUBRICANT in the reverse gear of Consolidated Fisheries' M. V. Lincoln, shown below, prevented gear trouble since the gears were installed 8 years ago. Inspected at the end of that time, they showed very little wear in spite of tough service bucking tides and foul weather off the California coast. Gears were worked hard by the boat's Caterpillar D17000 diesel, were subjected to shocks and heavy intermittent loads when propeller came out of water during heavy seas. Tony Gomez, Engineer, says, "I've used RPM Gear Lubricant in this boat and others for 15 years and never lost a gear. It holds down wear, protects against shock even under heavy loads and constantly changing speeds."



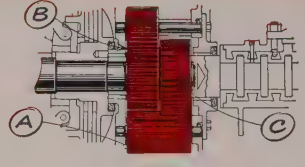
THE M.V. LINCOLN, 59 feet long and 16-foot beam, is one of a fleet of Consolidated Fisheries' boats that fish some 600 miles of coastal waters. RPM Gear Lubricant is used in all their gears.

REMARKS: In transmissions, net-hoist gears and other gear trains, RPM Gear Lubricant provides a tough lubricating film because of its very high oiliness qualities and stability. Recommended for all types of conventional gears, and also for bronze worm gears. (For hypoids of all kinds, RPM Multi-Service Gear Lubricant is recommended.)

RPM

TRADEMARK "RPM" REG. U.S. PAT. OFF.

How RPM Gear Lubricant reduces upkeep costs on marine gears



RPM Gear Lubricant in marine transmissions will prevent excessive bearing and gear wear. It comes in viscosity grades to meet all conditions.

A. Contains foam inhibitor—prevents retention of air whipped into lubricant by gears and building up pressure.

B. Oiliness compound helps provide tough lubricating film—withstands shock and overloads and prevents wear.

C. High resistance to oxidation prevents thickening; assures lubrication in extreme temperatures.

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

STANDARD OIL COMPANY OF CALIFORNIA

2182 kc Regulations

GOVERNMENT regulations have always permitted licensed radio stations on board ships as an important aid to safety at sea. Also, under government regulations, all radio stations, including the ship radio stations, must be used and operated in such ways that the best possible use is made of the limited number of assignable frequencies or "radio channels."

The system in maritime radiotelephony of calling a station on the 2182 kc frequency and working (exchange messages) on some other frequency is intended to meet both of these purposes. Since the value of this system mainly depends upon the effective use of a single radio-channel, namely, the calling and distress frequency 2182 kc, it is very importaant to observe all government regulations which apply to this frequency.

In order to have an effective maritime safety radio service, certain elements are necessary. There must be a transmitter and receiver so that signals and messages may be transmitted and received and there must be someone listening for these transmissions. But it is clear that listening serves no useful purpose if the transmission is being made on another frequency (radio-channel) than the one being listened to. It is desirable to standardize upon a single radio-channel (2182 kc) for that purpose.

The same idea is useful for "ordinary" intership communication. Unless there has been advance agreement between the vessels concerned, the most likely way to establish contact is by calling on a frquency on which the second vessel will be listening and then switching to another agreed frequency for the exchange of conversation, so that other vessels can likewise use the calling frequency to contact each other.

Group of Rules

To make possible this kind of system, the Federal Communications Commission published, beginning on June 13, 1951, a group of rules covering the necessary frequencies, technical points, operating procedures, listening watches, and log (record) keeping. These rules have resulted in a number of inquiries particularly with respect to the matter of keeping watch (listening).

The Commission's rule in respect to a watch or listening states that each ship station licensed to use frequencies in the band 2000 kc to 3500 kc is required, during its hours of service for telephony, to keep an effective watch on 2182 kc when such station is not being used for transmission on that frequency or for communication on other marine frequencies.

In this rule, the word "Watch" simply means listening by ear for any sounds coming from the telephone receiver or loud speaker. An "Efficient Watch," is one which is carried on in such a manner that the listener does not fail to hear all intelligence reproduced by the telephone receiver or loud speaker.

The expression "Hours of Service" is a carry-over from certain international regulations to which apply to all ship stations. In practical operation, this means that whenever the receiving apparatus of the ship station is being used to listen for, or to intercept by telephone ringer, any unscheduled call from another ship or shore station, it must listen at least for voice calls on 2182 kc. The period of this listening must be entered in the station log. Additionally, the ship may listen at the same time on any other radio-channel it chooses. Of course, this procedure will usually mean the use of an additional radio receiver. Under such conditions equipping the ship station with at least two receivers is very desirable.

Intership Communication

The Commission's Rules require that ship stations, before communicating on the intership radio channel 2638, 2738, 2830, or 2003 kc/s, first establish contact by initially calling and answering on 2182 kc. unless other clearly understood operating procedure has actually been established in advance between the ship stations concerned.

Ship-Shore Communication

Normally the coast station uses its coast station working frequency (radio-channel) to call an individual ship either by telephone ringer signals or by voice. However, when the individual ship station can receive on only one frequency at any given time, it must, when it listens for unscheduled calls, be adjusted for reception on 2182 kc. Under this condition, the coast station is expected to call the ship by voice on 2182 kc.

A similar procedure is used normally by the ship station to call the coast station. That is, it normally calls the coast station on its ship-shore working (message) frequency and uses 2182 kc for calling the coast station only under urgent or unusual circumstances such as in case of distress. All public coast stations licensed for operation in the 2000 kc to 3500 kc band are required, at their respective control points, to guard 2182 kc for voice calls from ships.

Coast Guard

The government frequency 2670 kc which has been used extensively in the past by ships in distress to communicate with the United States Coast Guard, will continue, for some time, to be guarded by the Coast Guard. However, an increasing number of Coast Guard stations are now guarding the frequency 2182 kc for distress purposes. The use of the frequency 2670 kc for distress purposes is not being encouraged where 2182 kc can be used with success. Up-to-date information in this regard concerning each local area should be obtained from the Coast Guard.

In Summary . . .

A watch on 2182 kc by ship stations *is* required to be maintained:

(1) At all times when the ship station receiver is being used to listen for calls in the maritime mobile service except as noted below.

A watch on 2182 kc is *not* required to be maintained:

(1) When no part of the ship radiotelephone station equipment is being used. *(Continued on page 25)*

The San Diego Waterfront

By ROBERT K. LAWSON

Albacore

Albacore fishing slipped from the the limelight in San Diego late last month with the northward migration of most vessels to their home ports. Local boats continue to fish the banks 300 to 400 miles westward with varying results.

Most skippers agreed there are still plenty of fish around, but rough seas and bad weather cut seriously into production. Contrary to earlier fishing conditions, the albacore are schooled up and no longer moving in a straight line northward.

Many boats are following the moving schools, and canners have established buying stations along the California coastline north to San Francisco. Prices are understood to be less freight costs to San Pedro for fishermen, but the closer delivery points allow the boats more fishing time at sea. Fish brought in to northern stations will be iced and trucked to southern canneries.

Social Security

The new broadened Social Security program will now bring an estimated 50,000 fishermen into the government's retirement protection plan. Every fisherman will be covered whether or not he works full time, and irrespective of the tonnage of the vessel on which he is employed. Every American citizen is covered regardless of whether or not the vessel on which he is employed is of American or foreign registry.

Sea Anchors

One of the slickest gadgets, according to Ray Glaze, skipper-owner of the albacore fishing boat Eileen "D," out of San Diego, is the use of a camouflaged parachute as a sea anchor.

Glaze reports the chutes are imperishable, can be stored wet or dry, and are impervious to grease, oil, or rust. On top of these excellent features, they can be purchased for about $18 as a war surplus item, Glaze said.

Clipper Lost

Last month cost the fishing fleet another vessel. The Calistar sank 47 miles southeast of Magdalena Bay, Baja California, the Coast Guard reported. All crew members were picked up by another fishing boat, the Marylin Rose, which brought them to San Diego. Angelo Castagnola, of San Diego, was skipper of the clipper Calistar.

Pilot-Engineer

Fremont ("Monty") Wilson, of National City, holds the distinction of being the only man with the combination job aboard a tuna clipper of scouting-plane pilot and chief engineer of the vessel.

Wilson flies the single-place Piper Cub an average of 40 hours per fishing trip and performs the job of engineer aboard the tuna clipper Paramount the balance of the time.

A former fighter pilot with the Navy, Wilson started fishing two years ago, at which time he piloted the plane and worked as assistant engineer on the vessel. The following year he succeeded to chief engineer, and has been Captain Ralph Madruga's pilot and engineer since that time.

Lost

Early in the month the 38-foot mackerel boat, Pee Wee, was reported lost on a cruise from Catalina Island to the Los Angeles harbor. Aboard were the owner, Roy Hanks, and his son, Louis, 20, both of San Pedro. An extensive search of the area was made by the Coast Guard.

New Business

Stockman Marine Supplies, San Diego, announced the opening of another ship chandlery here last month. Carl Stockman, owner, said they will carry about 6,000 items, among which will be Pacific marine engines.

Imports

Japanese tuna imports to this country continued to make headlines last month. Industry officials were in full accord with a reduction in Japanese imports quotas. At a Washington meeting, E. L. Morris, director of the Tuna Research Foundation, appeared before the American delegation to GATT (the 34-nation General Agreement on Trade and Tariffs) and pointed out that Japanese imports in 1953 accounted for 32% of domestic tuna sales and "this figure has jumped to 35% during the first half of 1954."

James B. Lane, president of the Westgate California Tuna Packing Company, of San Diego, was quoted as saying, "The only way for the local industry to compete with the Japanese is to restrict Japanese imports to a reasonable percentage of the American market."

Lane added, "If we want to keep the San Diego tuna packing and producing industries in operation we'll have to do this."

Morris said the tuna packers do not want a tariff on Japanese tuna. They prefer a quota "so that their industry can grow hand in hand with ours and permit the American industry to live."

It was pointed out that American tuna consumption can be increased by as much as 100%. Hence, the American industry does not seek to freeze out the Japanese, but wants

protection for the money invested in promoting tuna sales, and assurance that the Japanese will not be permitted to step in and "take over the cream of the business."

Seizures

The seizure last month of the American tuna clipper, Sun Streak, by the Ecuadorian government marks the seventh such incident involving a vessel from the Southern California tuna fishing fleet in the past four years.

Other tuna clippers involved in seizures were the Conte de Savoia, Conte Bianca, Bernadette, Helen Ann, Santa Rosa and the Sunbeam. Fines totaling more than $40,000 were levied against the vessels by Ecuador. Negotations between the U. S. State Department, American Tunaboat Association, and the Ecuadorean government have dragged out through nearly four years.

A recent announcement by the Ecuadorean Consul G. Echanique, in San Diego, stated that his govérnment had reduced the amount of the individual fines to one-eighth of the original assessment.

The seizures and resulting fines by the Ecuadorean government are imposed because it is claimed the vessels were apprehended fishing within the territorial limits established by that government as jurisdiction of the high seas, without property licenses and authority. Ecuador claims jurisdiction 200 miles at sea. *

Airplane Spotting Flight

This is a report on the flight of commercial fish spotter "V-O" August 17, 1954. The area surveyed was between Ventura and Pt. Dume off the coast of Southern California.

The purpose was to determine the number and kinds of schools of fishes in the area and to observe commercial fishing activity with the use of airplane spotting.

A total of 120 schools of sardines and 15 schools of anchovies were tallied. The sardine schools as estimated by the commercial pilot ranged from about 10 to 30 tons with an average of somewhere around 15 tons per school. The anchovy schools were of much less uniform size ranging from about 5 to 80 tons per school. No other species of fish were observed in the area.

Three porter seine boats were observed setting on anchovies while being directed by the spotter from the air. A total catch of about 60 tons was made that day.

Notes were made on schooling behavior and color of the sardines and anchovies.

A large herd of California sea lions was observed swimming through the area of sardine concentration but the sea lions seemed uninterested. It the fish as they passed near them. It was estimated that about 90 to 100 sea lions were in the herd. They were swimming up and parallel to the coast.

More Fish Sticks!

Production of cooked and uncooked fish sticks in June 1954 amounted to nearly 4½ million pounds—the largest ever reported for any one month—according to the U. S. Fish and Wildlife Service. Their data includes the yield of 33 plants, many of which packed for more than one company, and the figures are believed to represent practically the entire United States pack of fish sticks.

Bluefin Tuna Tagging

A BLUEFIN tuna tagging program was begun by a Woods Hole Oceanographic Institution biologist operating from the Lerner Marine Laboratory at Bimini in the Bahama Islands. The tagging will be done in order to learn more about the migration routes of tuna, and the final results will be of benefit to fishermen.

The biologist and cooperating fishernmen will hook the fish by the conventional method, bring it alongside the boat, and then harpoon a small stainless steel dart into the tuna. Attached to the dart is a thin ten-inch plastic streamer marked with a number and the words: "Reward, W.H.O.I., Woods Hole, Mass., U.S." The dart is numbered also in case the streamer is defaced or lost. A reward of $1 is offered to the fisherman returning a tag from a captured tuna.

The hook on which the tuna was caught for the tagging will sometimes also be left in the mouth with a number stamped on a sleeve around the shank of the hook. Some tuna will be branded with a number or symbol while others may have all three methods applied. Although in previous years marked hooks have been left in the mouths of large tunas, no returns have come in so far. It is hoped that the new methods will have better results although marked fish might swim around for years before getting caught.

Until recently no satisfactory way to tag the swift and roving game fishes of the sea had been developed. It is one thing to mark a cod or haddock and another thing to mark a fighting, beating tuna. Last year the California Department of Fish and Game developed a new method for tagging tuna by sewing and knotting

a small plastic loop through the back of small tuna just behind the second dorsal fin. Among the recovered fish one albacore was found to have covered a distance of 4,650 miles from California to Japan in 324 days, swimming an average of 15 miles per day.

The drawback to the sewing method is that the fish has to be brought into a boat and held tight in a wooden trough, so that it will not beat itself to death. This method is obviously unsuitable for the large tuna which may weigh 700 pounds or more. The refinement of harpooning the tag into a fish with a dart is more suitable for the giants. However, it is also planned to use the sewing method during the summer months when small bluefin tuna are usually numerous off the southeastern New England coast.

As very little is known about the life history of tuna, plankton net tows will be made at night to try to find eggs and larvae of the fish. Practically nothing is known about the places and times of spawning, the number of eggs per fish, the survival of eggs and larvae, their enemies, etc.

As it has been the experience that tags or drift bottles sometimes were not returned for the nominal reward but were kept as souvenirs, the Woods Hole Oceanographic Institution promises to return the tags as souvenirs if this is requested by the finder. *

Bigger and Better . . .

Research Program

APPROVAL of a greatly expanded research program designed to strengthen the American commercial fishing industry has been announced by Secretary of the Interior Douglas McKay.

The research program will be carried out by the Fish and Wildlife Service under the terms of the Saltonstall-Kennedy Bill (Public Law 466, 83rd Congress). This legislation provides that an amount equal to 30% of duties collected under the customs laws on fishery products be transferred annually for three years from the Department of Agriculture to the Department of the Interior. The basic purpose of the legislation is to "promote the free flow of domestically produced fishery products in commerce." Expenditures for any one year may not exceed $3,000,000.

Projects initially approved by Secretary McKay call for the expenditure of approximately $1,800,000. The balance of the allocation will await the consideration of an advisory committee which will be appointed in the near future. This committee will comprise representatives of all segments of the fishing industry and will be invited to propose and review research projects and to recommend priorities for activities by types and areas.

The $3,000,000 research fund allocated under the Saltonstall-Kennedy bill supplements $3,593,000 appropriated to the Fish and Wildlife Service to carry on authorized research programs. These programs include $2,489,00 for fish and fisheries and $1,108,000 for exploration and utilization of fish and fish products. Included in the first of these programs is the extensive work now being carried on by the Service on the Great Lakes sea lamphrey and the Florida red tide scourge. In addition, $50,000 has been appropriated for research on escapement of fish in connection with the construction of multiple purpose dams.

The majority of the projects approved today are recognized by the industry as requiring immediate attention. Secretary McKay pointed out that in most instances they parallel programs either under way or which have been postponed previously because of lack of funds.

The Fish and Wildlife Service is authorized to conduct an expanded fishery educational service, as well as technological, biological, and related research programs. The transferred funds will also be available for the purchase or other acquisition, construction, equipment, operation, and maintenance of vessels or other facilities necessary for conducting the required research."

On the Pacific coast, $427,500 has been earmarked for research on California sardines, anchovy, and mackeral; for high seas offshore fishery investigations on albacore tuna of particular interest to the States of Washington, Oregon, and California; for the collection of fishery statistics at Seattle, Wash., and San Pedro, Calif.; for fishery education and market development work at Seattle, San Pedro, and Ketchikan, Alaska; and for preliminary surveys and engineering work on the reconstruction of the fishery laboratory in Seattle. See itemized breakdown of proposed budget herewith.

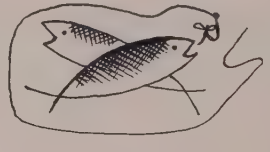
In the Middle West, $21,000 will be spent in collecting fishery statistics and in conducting fishery education and market development activities.

On the Atlantic coast, $706,500 has been allocated for research on the North Atlantic trawl fishes, New England oysters, and Mid-Atlantic oysters; for exploratory investigations on the Maine sardine, and in the North Atlantic; for the collection of commercial fishery statistics at Coral Gables, Fla., Beaufort, N. C., Weems, Va., and Gloucester, Mass.; for fishery education and market development work at College Park, Md., Charleston, W. Va., and Boston, Mass.; and for preliminary surveys and engineering work for reconstruction, or construction, of Service laboratories at Woods Hole, Mass., and Boston.

On the Gulf coast, $201,000 has been programmed for research on the shrimp, red tide, and oysters; for the collection of commercial fishery statistics in New Orleans, La.; for fishery education and market development work at Fort Worth, Texas, Atlanta, Ga., and New Orleans; and for preliminary surveys and engineering for a laboratory at Pascagoula, Miss.

A combined project on the Atlantic and Gulf coasts for fishery education and market development work on Florida fish and shellfish, and for research on processing oysters has been allocated $54,000.

The fisheries of all parts of the country will benefit from $421,500 set aside for the collection of special commercial fishery statistics, commercial fishery economic studies, and fishery education and market development studies. *



Breakdown of Pacific Coast Budget

Investigations	
Sardines, anchovy, mackerel	$125,000
Albacore tuna—offshore, Washington, Oregon and California	234,000
Commercial fishery statistics	
Seattle	3,000
San Pedro	3,000
Fishery education and market development	
Seattle and San Pedro	35,000
Ketchikan, Alaska	10,000
Preliminary surveys and engineering	
Seattle	17,500
	$427,500

Western Fleet Relies on Gargoyle Marine Oils for

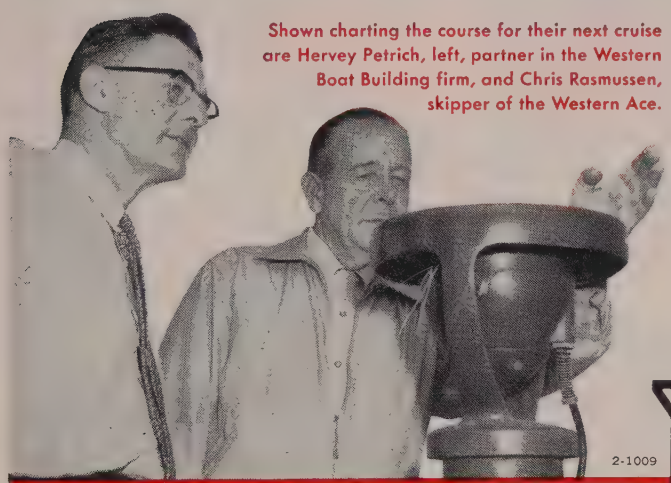
ALL-POINTS PROTECTION

North, south, east or west—wherever vessels of the Western Boat Building Company sail in quest of fish—you'll find Gargoyle Marine Oils protecting their costly engines.

One of the top ships in this mighty fleet, the Western Ace, pulled into the Fisherman's Marine Co. dock at San Diego recently with 550 tons of tuna for the Van Camp Seafood Company, following a lengthy cruise in South American waters. A million-dollar vessel, the Western Ace sailed almost 15,000 miles on her latest voyage.

Hervey M. Petrich, partner in the Western Boat Building firm, says "On long, tough trips like ours we've found you can't beat Gargoyle Marine Oils for absolute engine protection... we've been using Flying Red Horse products continually since 1938 because we know they're the best!"

It's the same story with fishing boat operators all over the world with more of them choosing Gargoyle than any other brand of marine oil. Visit the friendly General Petroleum marine distributor at the sign of the Flying Red Horse the next time you pull into port for the tops in products *and* service!



Shown charting the course for their next cruise are Hervey Petrich, left, partner in the Western Boat Building firm, and Chris Rasmussen, skipper of the Western Ace.

2-1009

GENERAL PETROLEUM CORPORATION

SOCONY-VACUUM

Converting nature's gift for better living

Pacific Oceanic Fishery Investigations

POFI RESEARCH ACTIVITIES

THE Hawaiian live-bait fishery produced in July approximately four million pounds of skipjack, considerably above average for this month. The tuna were plentiful, and with the local boats finding adequate amounts of live-bait available, the catch for the month was about twice that of July 1953.

On July 24 the *Charles H. Gilbert* departed from Honolulu to investigate the distribution of skipjack offshore from the Hawaiian Islands. By the end of July the vessel had spent seven days scouting south and west of the Islands beyond the limits of the present skipjack fishery. A total of 76 tuna schools were sighted during this period and several schools were fished. In all, 45 skipjack were tagged during fishing operations.

The vessel returned briefly to Honolulu for bait, then started scouting and sampling skipjack schools west of Hawiii. Skipjack schools are plentiful in Hawaiian waters this year, if scouting records are accurate indicators of abundance.

In 1953, during the same general period, we sighted about 8 schools per 100 hours of scouting. On this recent cruise more than 12 schools per 100 hours of scouting were recorded. Sampling showed the average school to be composed of large skipjack, ranging from 15 to 20 pounds. Oceanographic data is also being collected during this cruise and will be related to the occurrence of skipjack.

Longline Gear Experiments

To assist in increasing the efficiency of longline fishing gear, we have been experimenting with stainless steel cable to be used as mainline in place of the standard cotton line. Experiments on the steel gear were continued in local waters by the *Manning* during this past month.

Tests were made coiling the steel mainline on metal spools with a modified halibut winch; the droppers were semi-automatically attached during setting and removed by hand when the line was retrieved. Results proved the feasibility of using steel gear, but several problems arose which must be solved before the gear can be used commercially.

First, setting is slow, and since the cable is set over the stern of the vessel with as much slack in the wire as possible, backlashing and extra strain from choppy seas made setting hazardous and prolonged the time of setting. Hauling of the gear was quite successful but still slower than for cotton gear. Further improvements aimed at more rapid and efficient operation of both cotton and wire cable gear are planned.

Artificial Bait Studies

Studies on artificial tuna bait are continuing; a University of Hawaii physicist, William McCracken, is developing a plastic fish-like lure which will be capable of independent movement. We are trying to produce an artificial lure which looks, smells, and tastes attractive and which moves rapidly over short distances.

To further study the reaction of skipjack to artificial lures, tests were conducted at sea using new, highly reflective trolling lures; results convince us that the skipjack are highly selective and that it will require a very lifelike artificial lure to attract.

We have arranged to loan cotton lines from some condemned gear for a longline fishing trial to the Equator by the *Sea Hawk*, a local fishing boat. The boat, departing from Honolulu, will longline for tuna near the Line Islands.

Three halibut boats, the *Brothers*, *Commonwealth*, and *Oceanic* from Seattle, Washington, and Petersburg, Alaska, are now fishing for tuna near Christmas Island. They are using stainless steel cable as mainline with about 14 hooks per basket as compared with the usual 11-hook basket used with POFI longline gear. Incomplete radio reports indicate very good fishing in July and August near the Line Islands. We are speculating that the steel wire gear may not be fishing as efficiently as our standard cotton gear. *

Research Cruise

The U. S. Fish and Wildlife Service research ship *Charles H. Gilbert* has returned to Honolulu, completing the latest in a series of skipjack (aku) scouting cruises in Hawaiian waters. These cruises are planned to provide information on the seasonal changes in the abundance of tuna schools around the islands, especially in areas beyond the range of the present commercial fishery.

Tamio Otsu, biologist in charge of the scientific work on the cruise, reported that aku schools were present in great numbers offshore south of Maui and Oahu and westward to about 100 miles west of Niihau. An exceptionally large concentration of schools of big fish was found about 20 miles north of Kalaupapa, Molokai. North of the islands the skipjack were much less abundant and only a few schools were seen.

Tagging of aku with white plastic tubes threaded through the muscles of their backs was continued, and 156 fish were successfully marked and released. One of the tagged tuna was seen swimming in a school alongside the *Gilbert* several hours after its release, making a speed of about 8 knots and apparently none the worse for its experience. All fishermen are asked to be on the lookout for tagged aku and to return any tags that are recovered. The fish are measured before they are released, so their subsequent recapture will provide valuable information on their rate of growth as well as on their migrations.

Canned Tuna Discoloration

In a collaborative project with Continental Can Company, the Fish & Wildlife Service is doing research on tuna discoloration.

It has been determined that the extent to which the fish is precooked is not a significant factor in causing sulfide discoloration. Spoilage of tuna is a minor factor in causing such discoloration. It has been determined that the principal source of sulfide sulfur is the intact fish proteins, rather than breakdown products of smaller molecular weight.

Investigation of other factors which may be the cause of discoloration of canned tuna is continuing. In particular, attention is being given to the effect of different types of feed in the tuna stomaches when caught upon sulfide discoloration of the canned product.

EVERY DAY THROUGHOUT THE FOOD STORES OF AMERICA

MORE TUNA IS SOLD

WITH THE MERMAID ON THE LABEL

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THE BRANDS THAT MADE TUNA FAMOUS!

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Loaded with fishermen, the 65-foot sport fisher Missawit leaves Newport Harbor for a day's outing in waters off Southern California. Once one of the slowest craft in the harbor her owner J. S. Barrett now regards her as one of the fastest in her class. After being repowered by a General Motors 6-110 Diesel engine her speed increased from 9 to 13 knots. Today after 2000 hours operation she has established a reputation in the area for reaching the best fishing spots first. Installation was made by Crofton Diesel Company of San Pedro, California.

Alaska Salmon Pack Shows Increase

In an address delivered to the American Fisheries Society convening in Seattle, Director John L. Farley of the Fish and Wildlife Service revealed that this year's Alaska salmon pack, as of August 21, totaled 2,845,307 cases as compared with 2,603,101 cases on the same date last year.

While a small additional pack will be forthcoming from the limited fall fishing seasons, the Director said, this figure represents, for all practical purposes, the pack for 1954.

Despite the increase over last year's pack, 1954 falls far below normal and is 728,693 cases short of the 1952 pack of 3,574,000 cases. The comparatively meager pack was expected, however, due to a vigorous Fish and Wildlife Service program aimed at preserving Alaska salmon runs in certain areas for brood stock to rehabilitate the fishery. This conservation program, necessitated by overexploitation of the fishery, has the backing of the fishermen and canners, as well as that of the Department of the Interior.

The 1954 pack in southeastern Alaska came to 1,124,715 cases, as compared with a pack of 977,682 cases last year. The central Alaska pack was 1,330,620 cases, as against 1,350,589 cases in 1953. In western Alaska the pack was 389,972 cases, as compared to 533,996 cases last year.

Bristol Bay had good runs of red salmon this year in two districts, and poor to fair runs in the other two, as anticipated. In the latter case, a greater proportion of the runs was permitted to escape. This should result in larger returns in the next cycle.

South Australian Tuna

The general manager and secretary of the South Australian Fishermen's Co-operative Ltd., R. M. Fowler, arrived in U. S. recently to explore the market for South Australian tuna and for crayfish tails.

Mr. Fowler said that most South Australian tuna was found off the west coast. This year, however, the fish had turned up in considerable numbers off the southeast coast for the first time. Although his tuna inquiries could eventually prove of far-reaching importance, the main portion of his mission was to examine opportunities for expansion of crayfish tail exports. The crayfish trade has done well since it entered the dollar market five years ago.

Popularizing the Fisheries

Public Relations Programs

Editor's Note.—Why can't the tuna industry also get in on some of the good publicity mentioned in these two FWS releases?

Shrimp Film Ready

An educational film titled *Shrimp Please*, sponsored by the Fish and Wildlife Service and the shrimp industry of Louisiana and Mississippi, will be available for showings from now on, Director of the Service John L. Farley has announced.

Designed to stimulate consumer interest in shrimp, the film depicts Gulf of Mexico shrimping operations, canning, breading, drying, and freezing processes, and the many methods of preparing shrimp for the dinner table.

With the new shrimping season now under way, release of the picture is aimed at creating additional markets for the season's catch.

Produced in sound and color, the 16 mm. film has a running time of about 18 minutes. Previews for the sponsoring groups have been completed and these early showings have aroused considerable enthusiasm. As a result, a wide distribution of prints is planned. More than 100 copies will be available for public showings and television use. Distribution to the 60 film libraries which handle Service-sponsored films will be made, and special emphasis will be placed on TV outlets.

Prints of *Shrimp Please* will be available without charge on a loan basis from the Fish and Wildlife Service, Department of the Interior, Washington 25, D. C. Further information on this production, along with facts on other films in the commercial fisheries series, will be found in a booklet titled *Fishery Motion Pictures* which may be obtained from the same address.

Commercial Fishing Movies

Work on an educational motion picture featuring the use of outboard motors in commercial fishing operations has been started by the Fish and Wildlife Service.

The film is being produced by MPO Production, Inc., N. Y. C., for the Outboard Marine and Manufacturing Co., Milwaukee, with Fish and Wildlife Service specialists serving as technical advisors.

Cited as an example of teamwork between industry and Government, the project is designed to acquaint commercial fishermen and the general public with the important role outboard motors play in getting high quality sea foods and fresh-water fish to the American dinner table.

The following commercial fishing operations have been selected by the Service as likely material for the film: 1. Lobster and sardine fishing in Maine. 2. Scallop fishing in Massachusetts. 3. Oyster harvesting in Maryland, or Virginia. 4. Clamming in New Jersey. 5. Crabbing in North Carolina, or Louisiana. 6. Mullet fishing in Florida. 7. Shrimping in Louisiana. 8. Salmon fishing in Alaska. 9. Pound or gill netting for herring, trout, and whitefish in the Great Lakes. 10. River fishing for shad, carp, and other fish in the Hudson or the Mississippi.

The picture will be a 16 mm. sound and color production with a showing time of about 25 minutes. Due to the seasonal nature of commercial fishing, the film will require about 18 months for completion. A wide distribution of prints for public showings and T.V. use is planned.

 (Continued from page 8)

Middlewest--Total allocation of $21,000 for collecting fishery statistics and conducting fishery education and market development activities.

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GENERAL BENEFIT FUNDS.--In addition to dividing up part of the $1.8 million for work in individual areas to meet individual problems, the Interior Department put $421,500 into a "general benefit" jackpot, the activities of which will be helpful to fisheries in all areas. This includes economic studies, statistics, and market development activities.

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BUSINESS CENSUS.--Don't expect many usable results from next year's business census until "sometime in 1955," according to Commerce Department nose-counters. Next year's business census, the first in 10 years, will offer some preliminary result, if you're interested, late in the year. But the complete picture, including the fish business, won't be available until 1956.

The census, when results are available, will provide latest information about all food manufacturers, wholesalers and retailers.

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TAX POINTERS.--Under Secretary of the Treasury Marion B. Folsom told the Washington seminar sponsored by the American Marketing Association that these recent federal tax changes were intended to stimulate business:

(1) Liberalized depreciation allowances on property used in trade and business . . . (2) A degree of relief from double taxation of corporate dividends . . . (3) Option to deduct research and experimental expenses currently, or to capitalize them and write them off over a period of not less than 5 years . . . (4) Carry-back of operating losses expected to result in fairer treatment of businesses with irregular or fluctuating earnings . . . (5) Shifting to the government the burden of proof as to the "unreasonableness" of surplus accumulations.

Main aim of the tax revision, says Folsom, is "the reduction of tax deterrents to the expansion of investment in private business." Since the Internal Revenue experts are just about finished with working up their interpretations of the new tax law, it would be a good idea for fisheries businessmen to contact IR representatives for clarification of any changes in the law you don't fully understand.

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ANDERSON HONORED.--The American Marketing Association meeting at Washington presented one of its annual awards for "outstanding contributions to marketing and marketing research" during 1954 to A. W. Anderson, chief of the Fish and Wildlife's Branch of Commercial Fisheries. The award was made for Anderson's work in preparing the valuable "Survey of the Domestic Tuna Industry" issued by the Interior Department last year . . . and the most important parts of which appeared in several issues of this magazine.

ONE MADE IT, ONE DIDN'T.--President Eisenhower has signed into law HR 8628--the fish stick duty bill. This law will put a duty of 30 per cent ad valorem on cooked fish sticks, and a duty of 20 per cent ad valorem on breaded uncooked fish sticks when imported in packages of more than 15 pounds. The per-pound duty on uncooked sticks is raised from 1 cent to 5 cents. This law actually will go into effect later--"as soon as practicable on a date to be specified by the President in a notice to the Secretary of the Treasury following such negotiations as may be necessary to effect a modification or a termination of the international obligations of the United States with which the amendment would be in conflict."

The all-American trout bill has been vetoed by the President. This bill would have required all restaurants serving foreign-produced trout to let their customers know they're eating foreign fish. In turning thumbs down on the trout bill, President Eisenhower said the present Tariff Act and the Food, Drug and Cosmetic law provide enough safeguards for the domestic trout suppliers if they are thoroughly enforced.

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GULF EXPLORATION.--Fish and Wildlife Service's exploratory fishing vessel, the Oregon, returns to Pascagoula, Florida, after a month's study of tuna in the Gulf of Mexico.

The month of September is noted in the Gulf for a sharp decrease in the number of surfacing tuna schools. The Oregon has been trying to find out if the disappearance of surfacing fish indicates a seasonal departure of tuna stocks from the Gulf; also an effort to determine the uniformity of catch rates in the east and west Gulf. A series of eleven 50-basket sets is being made at one degree intervals between 85° and 95° west longitude along 26° north latitude.

TARIFF WEATHER-VANE.--The outlook for increased tuna import duties is not good--if the current blow of the wind is any indication. President Eisenhower seems definitely set against raising import duties unless there's no alternative.

The President has rejected at least 5 pleas from various industries to raise tariffs after the Tariff Commission has recommended them. To date, the President's record is 5 to 2, the National Fisheries Institute points out, in favor of lower tariffs. Former President Truman's record was three approvals for higher tariffs and two denials.

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FISH POPULARITY RISES.--There's a little group of fishing-loving folks working out of the Branch of Commercial Fisheries in downtown Washingtown which deserves a big pat on the back. They're building a bigger demand for fish for the future. While the work of the Educational and Market Development Section seems undramatic on the surface, the results sometimes are quite sensational.

The job of the folks at the E & MD Section is to visit schools and show the cooks how to prepare fish properly. Somehow the idea got around that school kids don't like and won't eat fish, but surveys showed that they do like fish--if prepared properly--and E & MD has since proved that these surveys were right. For example, following fish-cooking demonstrations in various states, fish consumption went up from 75 to 140 per cent.

EBB 'n FLOW

Cold Galvanizing Process

A new approach for protecting iron and steel surfaces from corrosion is announced. The product known as "Galvicon" is applied by brush or spray method. It combines with the base metal and actually galvanizes it. In most cases it will outperform the standard zinc coatings which are applied with heat.

Giving mechanical as well as chemical protection, the new process is effective on any structure from an iron or steel bridge to a rusted garden gate. Marine users have found that "Galvicon," when applied directly to a ship's hull, will prevent sea growth, corrosion, and electrolysis.

"Galvicon" differs basically from other so-called metallic paints containing zinc, in that "Galvicon" actually combines with the base metal setting up electrical continuity. It leaves a coating of 96 parts, by weight, of chemically pure zinc; and on rusted areas it creates its own non-flaking coating, thereby stopping any further rust.

Within 40 minutes after application, "Galvicon" will be tack-free and will be completely dry for use within 48 hours. Full information from The Carlson Co., 1760 Kettner St., San Diego, or direct from the manufacturer, Galvicon Corp., 40 West 29th St., New York 1, N. Y.

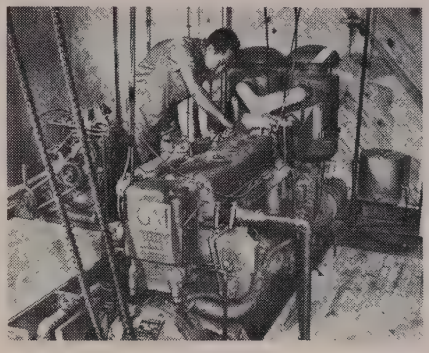
Deck Covering Material

Extensive use of "Celastic" plastic as a deck covering material on shrimp boats operating in the Gulf of Mexico indicates the high insulation value of this material in saving ice and preventing the ruin of a cargo of fish by excessive heat. Hatches as well as decks of some vessels are covered, for extra protection against heat penetration.

"Celastic" is a cloth into which the plastic is impregnated so that it resembles thick blotting paper. When this impregnated cloth is immersed into the liquid Activator, it becomes limp and is applied to the surface it is intended to cover. In a few minutes it becomes leathery; later very hard. Manufactured by a duPont subsidiary, this material is marketed to the fishing industry by Calahan & Horsey, Inc., 551 Fifth Avenue, New York 17, N. Y.

GM Diesel Improvements

Improvements recently effected in the cylinder assembly of General Motors Series "71" Diesel engines are said to provide better fuel economy, increased horsepower and longer life for these propulsion units. A bulletin states the new liners and pistons are interchangeable with those formerly used and may be installed on engines now in service in any combination as replacements become necessary.



Loven Manuel, general superintendent of Consolidated Shipyard, Inc., and designer of the shrimper, American Beauty, is shown here with the ship's main power plant—a General Motors 6-110 Diesel.

New Tide Water Tanker

The new *S.S. Flying -A- California,* operated by Tide Water Associated Oil Company, recently arrived at Los Angeles harbor for its first visit to a west coast port, announced H. B. Haney, vice president in charge of transportation for the western division of the company.

The 16,000 ton vessel with capacity of 131,000 barrels of oil was built by Bethlehem Steel's shipbuilding division near Baltimore, Maryland. It left that port August 6, picked up a cargo of gasoline at Houston on August 12, and passed through the Panama Canal on August 18.

Built at a cost of $6,000,000, constructed to the highest standards of the American Bureau of Shipping and Lloyd's Register of Shipping, and with a carrying-capacity of 131,000 barrels of liquid cargo, the *Flying -A- California* is under the command of Captain Oscar Bengston of Martinez, California.

Wireless Intercom Set

Production of a new portable wireless intercom set lets you talk and listen anywhere. Simply plug into any standard 120 volt AC or DC outlet. Compact, 2-way, portable intercom requires no wires, installation or extras!

Allows instant 2-way communication between 2, 3 or more persons in separate departments or different decks. A complete 2-station system, ready to use, is priced at $66.90 and additional stations are $33.45. General Industrial Co., 5738 N. Elston Ave., Chicago, Ill.

Guest Weathercaster Now Available

For those who are interested in doing something about the weather —in addition to talking about it—a dialing device is now available that will give a good forecast of the weather to be expected almost anywhere in the next 24-hour period.

This "Weathercaster" has four dials which anyone can set according to visible weather signs, including barometer reading, wind direction and sky condition. Then red figures line up beneath a black arrow and provide a code number (such as H 734) which is the key to a usable forecast. Price $5 from National Service Sales Corporation, 381 4th Ave., New York City, New York.

Quiet Outboards

Engineering problems involved in silencing big-power outboards have been solved; Johnson Motors has announced that its new 10 and 25-horsepower models will be of the same "quiet" construction first introduced a year ago on the firm's Sea-Horse 5½.

With tongue-in-cheek contriteness, Johnson calls outboard noise a "major nuisance" and assumes blame for causing most of it, "because over the years we've built more outboard motors than any other firm." Now, says the announcement, Johnson has atoned with kitten-purr quiet in the bigger motors, the 5½, 10 and 25-horsepower units.

The GLOBE

An International News File Compiled from FOREIGN REPORTS

Australia.—The tuna fishing resources off the Queensland eastern coast of Australia are being explored by two Australian tuna vessels under the direction of the Commonwealth Director of Fisheries. The operations, lasting two months, gives Queensland fishermen experience in tuna fishing.

Canada.—More effective fish inspection through cooperation between Canadian Federal and provincial governments is being planned. Seeking to cover quality control of fresh and frozen fish, construction, equipment, sanitation, and plant operation, all should help maintain peak quality from the time fish are caught until they reach the consumer.

Great Britain.—Canned salmon and crab meat were freed from control on October 1 and private imports were resumed. Arrangements were made for limited imports of canned salmon from North America, Japan, and Soviet Russia. The trade expects import quotas to the end of June 1955 will total almost $14.8 million. Canada and the United States are expected to ship canned salmon valued at $7 million; Japan, $5.6 million; and Russia, $2.2 million.

Japan.—The seven Japanese North Pacific offshore salmon and salmon-trout fleets closed their season recently, reports an American Embassy dispatch from Tokyo. The total catch this season was 17,611,088 fish as compared to 7,700,176 fish for the 1953 season when only three fleets operated. By species about half of the 1954 catch were chum, with the other half almost equally divided between sockeye and pink.

Nova Scotia.—The Department of Trade and Industry has signed an agreement with a newly formed company, mostly U.S. and British financed, "opening the way for the development of a new million dollar fishing industry in the province," according to a U.S. consular dispatch from Halifax.

Norway.—A Norwegian concern has purchased Iceland's only floating herring factoryship for $280,000. This factoryship, which processes herring into oil and meal, can move to the waters where herring are caught, and in that way transportation costs are minimized. Norway is operating several foating herring factories.

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Pacific Coast States Catch

During 1952 the production of fish and shellfish in the Pacific Coast States (Washington, Oregon, and California) amounted to 831,879,000 pounds valued at $90,720,000 to the fishermen. This represented a decrease of over 235 million pounds or 22% in quantity and $6.5 million or 7% in value compared with the landings of the previous year. Pilchard landings (14 million pounds) were nearly 315 million pounds below the production of the previous year. Tuna receipts (323 million pounds) rose 5.7 million pounds during 1952 compared with 1951, while salmon (69 million pounds) dropped 28.3 million pounds during the same period.

Research

2182 kc Rules

(Continued from page 13)

(2) When engaged in an actual exchange of communications with another ship station or a coast station.

(3) When listening to a one-way transmission for the benefit of a plurality of ships, such as weather or hydrographic bulletins.

(4) When listening for a brief period to intercept a scheduled (expected at a definite time) call from another ship station or a coast station.

(5) When standing by waiting for the completion of a call which has been placed by the ship with a coast radiotelephone station or for the completion of a call which is about to be received from shore through the coast radiotelephone station.

(6) When standing by to place a call after the Marine operator on shore has advised you to wait for your turn until communication already in progress with another station has been completed.

(7) When the ship station receiver is being used for reception of signals from marine radio beacons for direction finding purposes.

(8) When the ship station receiver is being used for reception of transmissions from a broadcast station.

Workable Rules

The Commission believes that the rules concerning the working-calling method on 2182 kc provide the foundation for an effective maritime radiotelephone communication system for the benefit of safety at sea and general maritime communication. It is realized that, with respect to some of these rules, day by day enforcement through actual efforts of the Commission's limited enforcement facilities will be practically impossible. However, it is believed that radio licensees will in time recoginze the safety benefits to be derived from this communication system which is now being made operative and will realize that they should, themselves, as a matter of self-interest make this system successful largely by their own efforts. *

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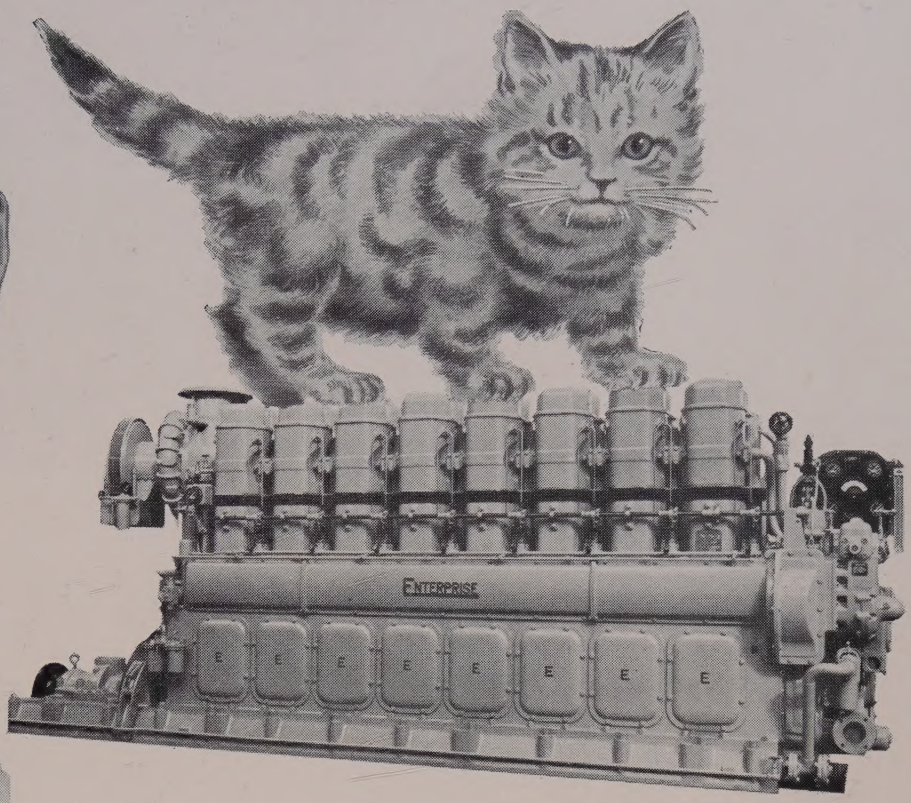
QUIET
as a kitten



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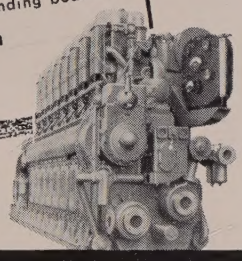

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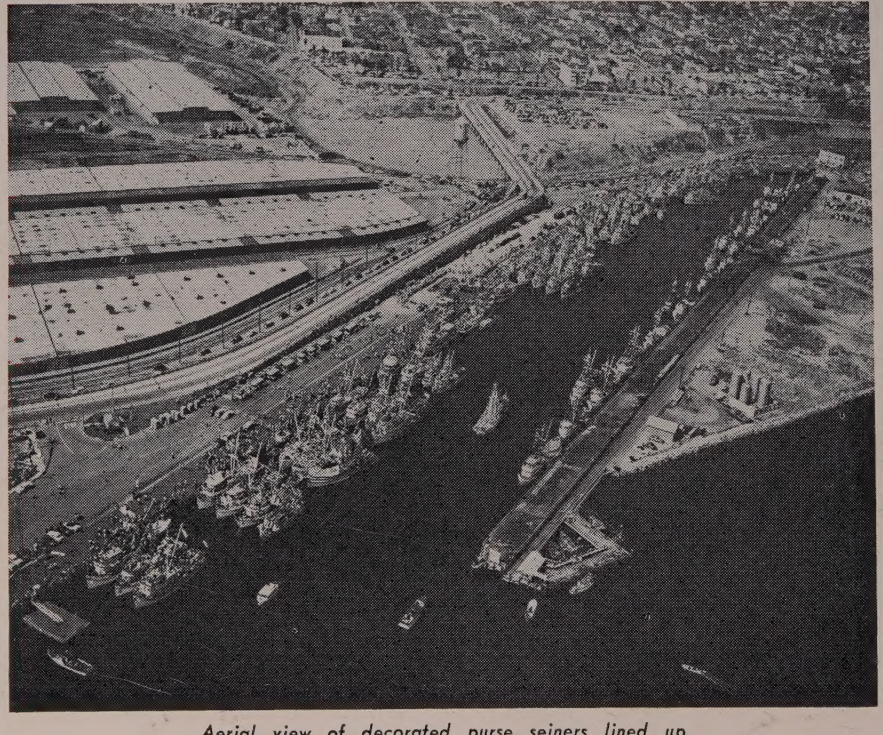

Aerial view of decorated purse seiners lined up before start of the boat parade at last year's Fiesta.

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